



**PRO BOAT**

# ***SHOCKWAVE55***<sup>TM</sup> SUPER SPORT

Zenoah® G26M Gas-Powered Deep-V Boat

## OWNER'S MANUAL



PRB2686



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**PRO BOAT**

MADE IN CHINA  
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[www.horizonhobby.com](http://www.horizonhobby.com)

Overall Length	61½ in
Hull Length	55 in
Beam	14¾ in
Weight	14.5 lb
Speed	39+ mph
Engine	Zenoah G26 Marine
Propeller	Prather 270
Radio System	JR XR3i (FM)



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## Introduction

Congratulations on the purchase of your Pro Boat™ ShockWave™ 55 Super Sport Deep-V. You are just minutes from one of the most thrilling experiences the radio control hobby has to offer.

The Pro Boat ShockWave 55 SS is a professionally built, ready-to-run deep-V fiberglass model. Powered by the potent Zenoah® G26M engine, you will be able to race across the water at scale speeds in excess of 300 mph!

**Read this owner's manual thoroughly. You also need to read the included Zenoah G26 engine manual, along with the JR® XR3i radio system manual.**

It is very important that you operate this boat responsibly. With proper care and maintenance, you will be able to enjoy your ShockWave 55 SS for many years to come.

Carefully unpack your ShockWave 55 SS and examine the boat and its contents. The box should contain the ShockWave 55 SS RTR with radio installed, a boat stand, and the JR XR3i radio transmitter. If you are missing any of these items or notice any damage, immediately contact the place of purchase.

## WARNING

**This boat is not a toy! It is a high performance RC model boat. Do not take risks that could endanger you or others.**

Before operating your model, make sure your frequency is clear. If someone else is operating on the same frequency, both models could go out of control, possibly causing damage to the models, as well as to others.

Be certain to check all of the hardware, exhaust system, and propeller, making sure that all are secure before and after each run.  
**Always stay clear of the propeller when the engine is running!**

When you first begin to run your ShockWave 55 SS, place in water with engine running at approximately ¼ throttle. Slowly increase throttle until boat accelerates onto plane. Gradually increase throttle to no more than ½ until you become more familiar with the boat.

When operating this model, stay clear of people, full-sized boats, stationary objects, and wildlife. Also, watch out for fishing lines that could get tangled in the propeller. It is preferable to operate the

Pro Boat ShockWave 55 SS in low wake, low wind conditions. If you choose to run your ShockWave 55 SS in salt water, thoroughly rinse the entire boat with fresh water and spray a silicone lubricant over the metal components to eliminate corrosion. You should also lubricate the flexshaft at this time (see Section 17 Maintenance for details). If at any time while operating your ShockWave 55 SS you sense any abnormal function, end your operation immediately. Do not operate your ShockWave 55 SS again until you are certain the problem has been corrected.

### Service Center Information

If you have any questions regarding the Pro Boat ShockWave 55 SS, please contact the Horizon Service Center:

Horizon Service Center  
4105 Fieldstone Rd.  
Champaign, IL 61822  
1-877-504-0233



## Additional Required Items

Although the ShockWave™ 55 SS comes fully assembled and ready for action, you will need a few additional items in order to run your boat. You will need the following:

Zenoah® 2-Cycle Oil (ZEN20001)  
CA or epoxy glue  
Flex Shaft lubrication (see local hobby store)  
Fuel container  
Fuel Pump (HAN155)  
12 “AA” alkaline batteries (8 for the transmitter and 4 for the receiver)  
Gasoline (+87 Octane) ethanol-free

## Suggested Field Equipment and Supplies

In addition to the items needed to run the ShockWave 55 SS, we recommend that you carry the following in your field box:

Engine Tuning Screwdriver (DYN2775)  
Clean towels  
Extra Propellers (PRAB270)  
2mm hex wrench  
2.5mm hex wrench  
4mm hex wrench  
#1 Phillips  
Small crescent wrench  
Wax  
Screw-locking compound

## Contents

- Assembled ShockWave 55 SS RTR
- JR® XR3i radio transmitter
- Boat stand
- Rudder (2)





## Section 1: Boat Stand Assembly

- ☐ There are 4 plywood boat stand pieces. The 2 short plywood pieces are the ends of the boat stand.
- ☐ Secure the 2 long plywood pieces of the interlocking boat stand to one end of the short plywood pieces. Repeat with the remaining short plywood pieces.
- ☐ Secure the stand together where each piece is joined with epoxy or CA glue (not included).



## Section 2: Removing the Canopy

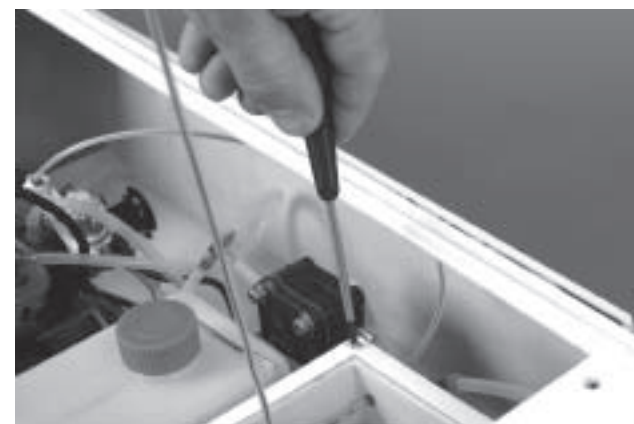
- ☐ Unscrew the 2 knurled hatch-mounting screws from the rear of the hatch. Slide the front hatch retainer toward the rear of the boat and lift the hatch from the boat.



## Section 3: Installing the Radio System Batteries

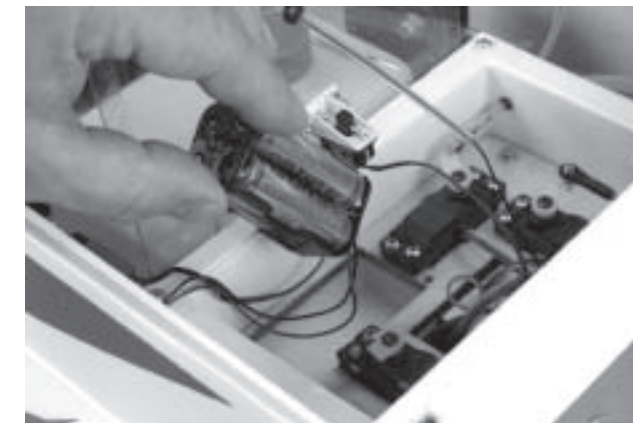
### Receiver Batteries

- ☐ Remove the 10 2.5mm hex head screws that secure the clear Lexan radio box cover.
- ☐ Remove the receiver battery holder and install 4 “AA” alkaline batteries in the battery holder. Note proper polarity.



## Section 3: Installing the Radio System Batteries (cont.)

- ☐ Reinstall the battery holder into the radio compartment.
- ☐ Secure the radio box cover with the 6 Phillips screws.



### Transmitter Batteries

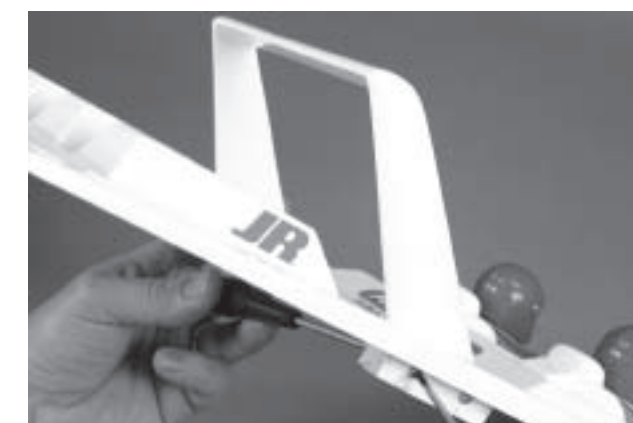
- ☐ Remove the transmitter from the box.
- ☐ Remove the battery cover on the bottom of the transmitter.
- ☐ Insert 8 “AA” alkaline batteries into the battery holder. Note proper polarity.
- ☐ Turn on the transmitter and confirm that the LCD illuminates, indicating proper installation of fully charged batteries.
- ☐ Turn on the receiver switch and move the controls. Confirm that all controls operate in the proper direction and are controlled by the proper transmitter input.
- ☐ Turn the transmitter and the receiver switch off. To keep the boat from receiving stray signals, the transmitter should be turned on first, followed by the receiver. Likewise, the receiver should be turned off first, then the transmitter.



## Section 4: Installing the Wing

- ☐ Install the wing in the direction shown.
- ☐ Install the four 3mm x 20mm hex head screws and secure with the four 3mm nuts.
- ☐ Apply screw-locking compound to the threads to lock the nuts in place.

**NOTE:** The wing is not intended to be a handle.

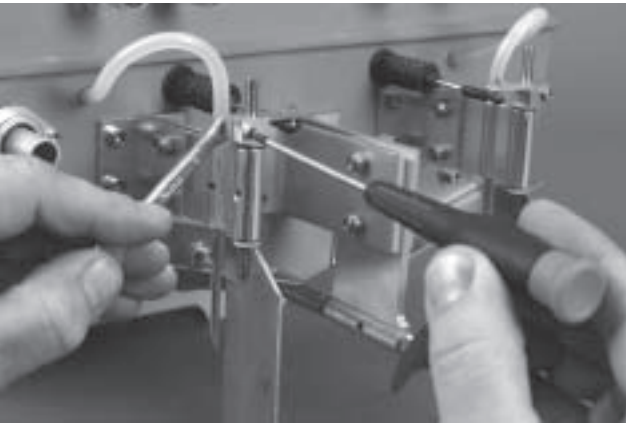






## Section 5: Installing the Rudders

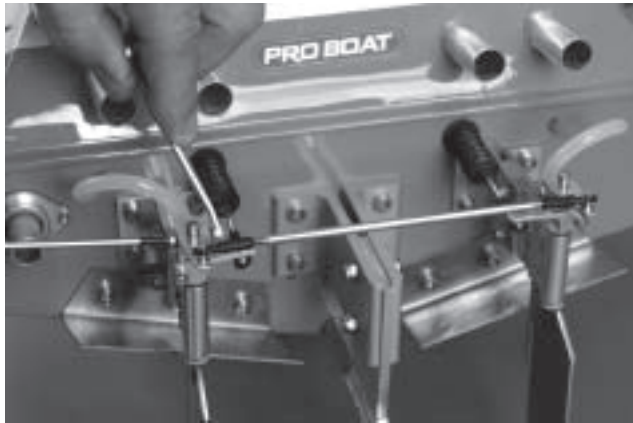
- ☐ Carefully remove the rubber bands holding the rudder control arms and the nylon rudder bushings in place.
- ☐ Slide the rudders into the rudder struts with a bushing above and below the strut.
- ☐ Position the rudder control arms at a 90-degree angle to the rudder as shown and tighten the 3mm x 15mm hex screws, securing them with 3mm nuts.
- ☐ Apply screw-locking compound to the threads to lock the nuts in place.



**NOTE:** The twin-oversized rudders offer incredible handling and eliminate the need for skid fins. They also help protect the propeller from impact with submerged obstacles in the water. Care must be taken in shallow water to keep the rudders from becoming damaged.

## Section 6: Installing the Rudder Stabilizer

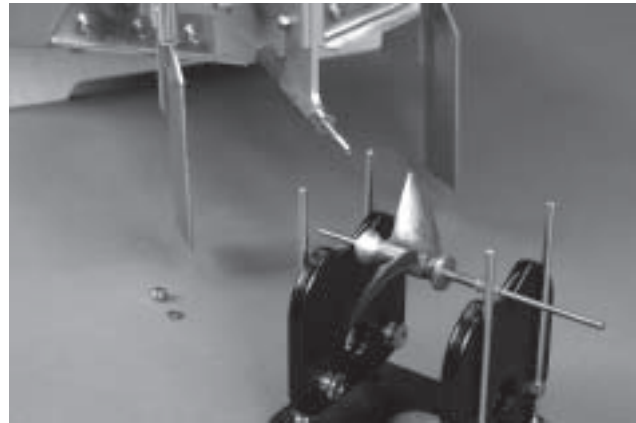
- ☐ Turn on the radio system and confirm that the steering trim is centered.
- ☐ Position the rudder stabilizer arms as shown with the control arms pointing away from the transom.
- ☐ Tighten the 3mm x 15mm hex screws, securing them with 3mm nuts.
- ☐ Apply screw-locking compound to the threads to lock the nuts in place.



**NOTE:** Be sure that the rudders are parallel with one another and centered.

## Section 7: Propeller Balancing

- ☐ For optimum performance, propeller balancing can add several mph to top speed and reduce vibration. There are several different propeller balancing tools available. Read the instructions that accompany the propeller balancing tool as removing material from the correct part of the propeller is crucial. Contact a local hobby retail store for assistance.



## Section 8: Fueling the Tank

- ☐ Use only Zenoah® 2-Cycle Synthetic Oil and premium gasoline mixed 32:1 to power the ShockWave™ 55 Super Sport. Fill the tank completely and secure the fuel cap. Keep fuel in a moisture-free environment, as stale fuel will cause the Zenoah® G26M engine to lose performance.



## Section 9: Range Checking the JR XR3i Radio System

Before the first run of the ShockWave 55 SS, you should check the radio for proper operation and to ensure proper control movement of the rudder and throttle. Also ensure that the antenna on the boat is extended properly and that all batteries are in working condition.

1. With the radio system turned on (transmitter and receiver) and the transmitter antenna down (engine off), walk off 40 to 50 paces from the ShockWave 55 SS.
2. Have an assistant remain with the boat to check for proper control movement of the rudder from your transmitter input.

3. If everything appears to be operating correctly, raise the antenna and start the engine. Place the boat in the water and run it (at about 1/8 throttle) close to the shoreline. If the radio system is operating properly, you can begin to run the boat faster and further away from the shoreline.

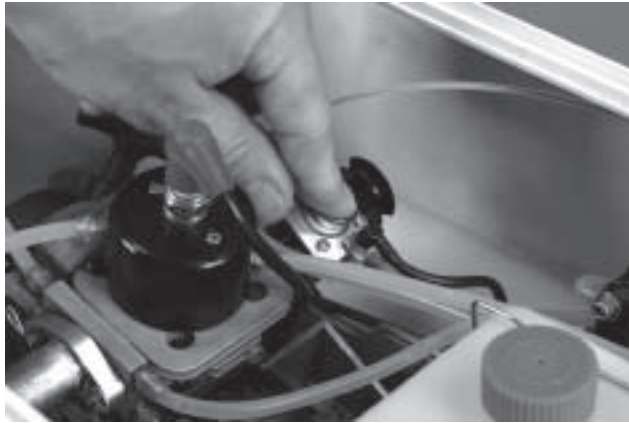
**Note:** It is a good idea to range check prior to operating your boat after any repair, installation of new batteries, or at the beginning of each boating season.

## Section 10: Starting the Engine

**NOTE:** The Zenoah G26M carburetor is factory adjusted to deliver optimum performance. See the Zenoah Engine manual for fine-tuning adjustments and other helpful information to make your RC boating experience trouble-free.

### Priming the Engine

- ☐ Press the priming bulb several times until it becomes filled with fuel. This is not necessary if the engine has recently been run.

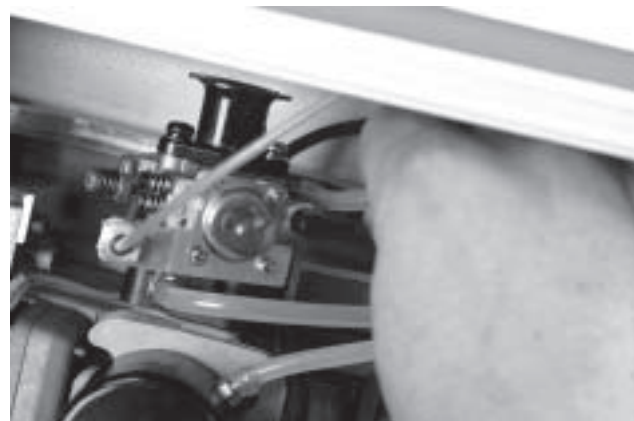




## Section 10: Starting the Engine (cont.)

### Choking the Engine

- ☐ Close the choke by rotating the small yellow tubing extension. This is not necessary if the engine is warm.



### Pull-starting the Engine

- ☐ With an assistant holding the boat to the boat stand and bracing the engine with one hand, pull the starting cord briskly several times. Once the engine fires (begins to start), open the choke. Prolonged choking will flood the engine with fuel. See Section 15: Troubleshooting Guide to correct the flooding condition.



**NOTE:** The engine is water-cooled. Refrain from running the engine without proper cooling water or engine damage will result. Carefully, place the boat in the water as soon as possible after the engine has been started.

## Section 11: Stopping the Engine

- ☐ Idle the boat near shore and press the kill switch located through the hole in the hatch as shown.



## Section 12: Handling Adjustments

### Trim Tabs

On smooth water conditions, the trim tabs may be bent up further or removed to increase top speed performance. Be sure to reinstall the trim tab mounting bolts to keep water from entering the boat. Be aware that the boat may become less stable and may “blow over” with the increased speed.

### Propeller Trim Angle

You may also adjust the propeller strut to add up or down trim to the propeller by loosening the 2 propeller strut bolts and sliding the propeller strut up to increase top-end speed (but steering response will decrease). Lowering the trim angle will increase handling performance (but may cause the boat to over-steer and decrease speed).



## Section 13: Cooling System

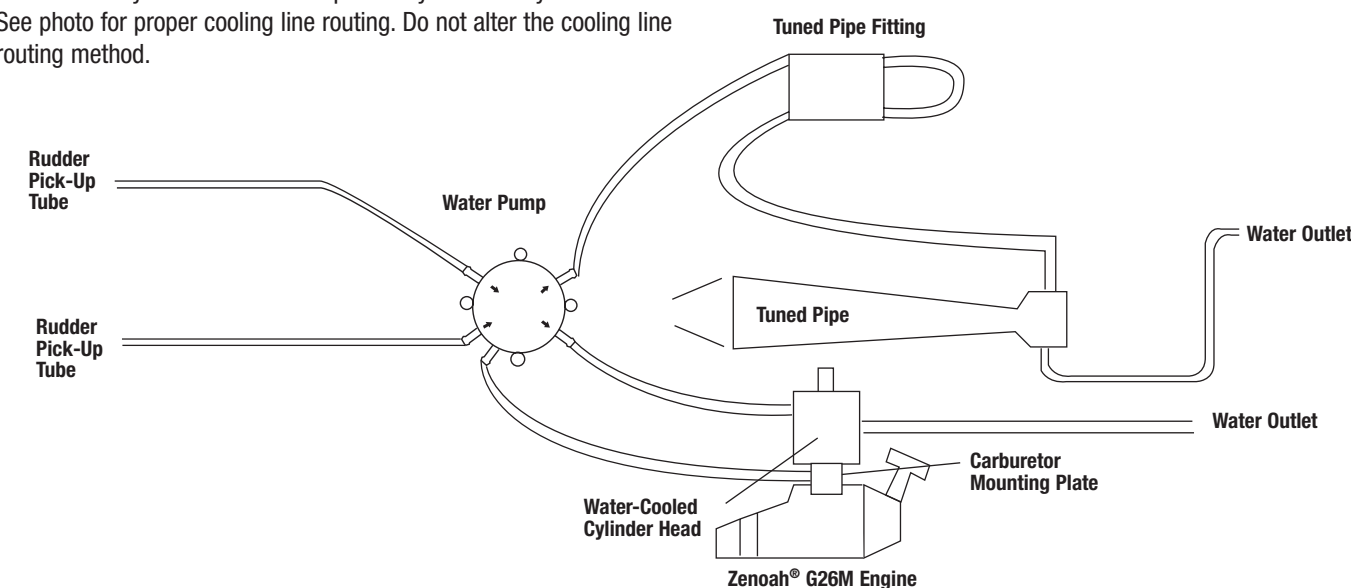
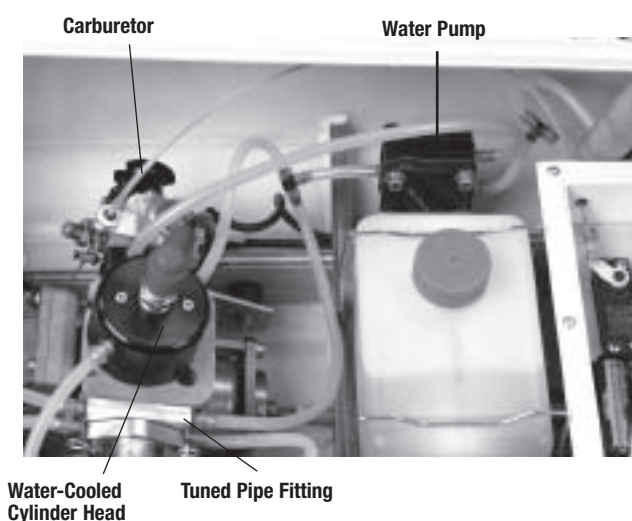
### Water Pump

The water pump is operated from crankcase pressure. Be sure that water is exiting the 2 water jackets mounted on the left side of the boat when the engine is running and the boat is in the water. If water does not stream out of either the exhaust or cylinder head cooling ports, immediately stop engine operation and remove obstructions in the lines or replace broken cooling lines.

Hint: To test each cooling line for obstructions or a leak in the cooling system, place a piece of tubing over the water inlet tube in front of each rudder and blow into the tube. When testing for obstructions in the cooling system, be sure to isolate each system by pinching the appropriate water lines.

### Water-Cooled Cylinder Head and Exhaust Manifold Cooling Jacket

The exhaust system is cooled independently from the cylinder head. See photo for proper cooling line routing. Do not alter the cooling line routing method.



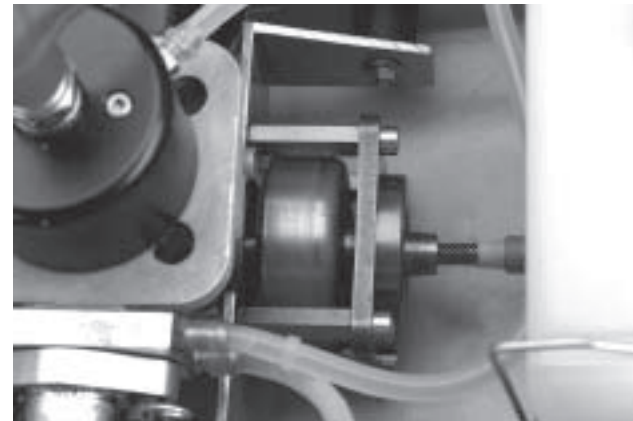




## Section 14: Clutch

The centrifugal clutch automatically engages when the engine rpm is increased. Be sure that the idle speed adjustment is set low enough so that the propeller does not rotate at idle.

Periodically disassemble the clutch and clean debris from the clutch shoes and the inner clutch bell with DYN5505 Dynamite® Nitro Force.



## Section 15: Troubleshooting Guide

Problem	Possible Solution
Engine will not start	Improper needle setting: see Zenoah® Engine Manual Out of fuel: fill fuel tank Improper fuel: use fresh Gasoline & Zenoah 2-Cycle Oil (mixed 32 parts gas to 1 part oil) Bad Spark plug: replace Flooded engine: remove spark plug, invert boat and operate the pull-starter to remove fuel
Engine starts, then dies	Fuel line blocked or broken: connect or replace fuel line Reset needles to baseline setting: see Zenoah instructions Baseline settings for low and hi-speed needle valves is 1–1 1/4 turns out
Engine starts and runs for several minutes, then dies	Bad fuel: replace Improper needle settings: see Zenoah Engine Manual Overheated engine: check for clogged or damaged cooling system Debris in carburetor: remove, clean and replace

## Section 16: Hull Care

The hull of the ShockWave™ 55 Super Sport is finished using the highest quality paints and the most advanced painting methods available. The base coat/clear cote technique delivers an amazing shine that is as durable as it is beautiful. To keep your ShockWave 55 Super Sport looking new, you should apply a wax coating as used on automotive finishes to prevent oxidation and to further protect against damage caused by fuel and other harmful chemicals



## Section 17: Maintenance

The Pro Boat™ ShockWave 55 SS should provide many hours of exciting high-speed racing fun with just minor maintenance. Preventative maintenance is very important. Taking the time to ensure that all the set screws and bolts are tight before each operation of the boat will prevent many problems.

### Before operating ShockWave 55 SS:

Check that all screws and hardware are securely in place. This is very important, as the manifold screws will occasionally vibrate loose during the initial runs.

Check the propeller for damage in the form of chipping or cracking. If you find any damage, replace the propeller, as the damage will effect

the performance of the boat and could also cause safety concerns. When refueling, always wipe away any excess fuel that may have spilled into or on the boat.

### After operating the ShockWave 55 SS:

Wipe off any exhaust residue from the boat. If you operate the ShockWave 55 SS in salt water, it is suggested that you thoroughly rinse the deck, hull, and all the metal hardware with fresh water, then dry them with a clean towel. After cleaning, coat all metal parts with a silicone spray lubricant. This will help to prevent corrosion.

Ensure that the radio box and equipment inside is dry.

## Section 18: Flex Shaft Lubrication

☐ Loosen the 2–1.5mm set screws on the brass ferrule located in front of the propeller strut and remove the propeller shaft assembly from the rear. Note that there is a nylon bushing located on either end of the propeller strut.



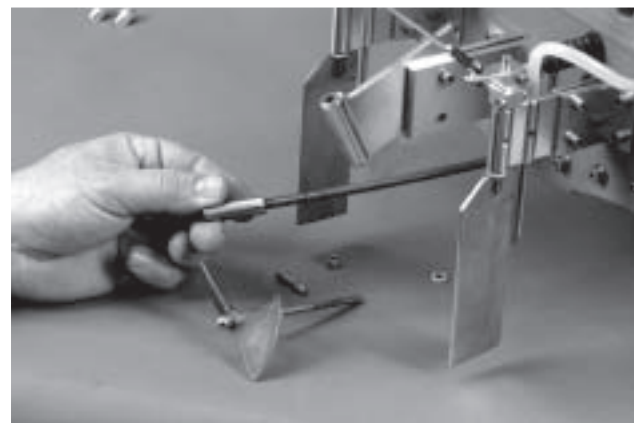
☐ Remove the lower propeller strut mounting bolt and loosen the top bolt. Rotate the propeller strut upwards to access the flex shaft.





## Section 18: Flex Shaft Lubrication (cont.)

☐ Slide the flex shaft out of the boat.



☐ Lubricate the flex shaft with flex shaft grease (see your local hobby shop). Reinstall in reverse order. Be sure to reinstall the nylon washers in front and behind the propeller strut.



## Section 19: ShockWave 55 SS Replacement Parts

In the event that you need to purchase replacement parts for your engine or the ShockWave™ 55 SS, please see your local hobby store. You can also purchase them from Horizon Hobby by calling **1-800-338-4639** or shop online @ [www.horizonhobby.com](http://www.horizonhobby.com)

### Stock # Description

PRB2685 Hull Only  
PRB2652 Wing  
PRB2653 Canopy  
PRB2654 Driver  
PRB2655 Servo Tray  
PRB2656 Boat Stand  
PRB2657 Radio Box Cover  
PRB2658 Fuel Tank  
PRB2659 Kill Switch  
PRB2660 Motor Mounting Plates  
PRB2661 Manifold Cooling Plate  
PRB2662 Manifold  
PRB2663 Throttle Cable  
PRB2664 Radio Box  
PRB2665 Vibration Dampener  
PRB2666 Tuned Pipe

PRB2667 Exhaust Port  
PRB2668 Canopy Mounting Nut  
PRB2669 Pushrod Bellow  
PRB2670 Rudder Pushrods  
PRB2671 Rx Switch Mount  
PRB2672 Flex Shaft  
PRB2673 Teflon Liner  
PRB2281 Drive Dog  
PRB2675 Rudder Strut with Bracket  
PRB2676 Rudder Control Arm  
PRB2677 Rudder  
PRB2678 Windshield  
PRB2679 Cooling Tubing  
PRB2680 Ball Linkage Set  
PRB2681 Trim Tabs  
PRB2682 Decal

PRB2683 Clutch  
PRB2651 Water Pump with Bracket  
PRB2684 Instruction Manual  
PRB2686 Clutch Shoes  
PRB2687 Clutch Springs  
PRB2688 Clutch Bearing  
PRB2689 Prop Strut with Bracket  
PRB2690 Prop Shaft Nylon Bushing  
PRB2691 Exhaust Spring  
PRB2692 Throttle Cable Mount  
PRB2693 Fuel Tank Straps  
PRB2694 Stuffing Box  
PRB2674 Propeller Nut  
PRAB270 Propeller; 2.74x4.2 Bronze  
PRB2008 Prop Shaft  
PRB2068 Water Outlet

## Appendix

Photo 1

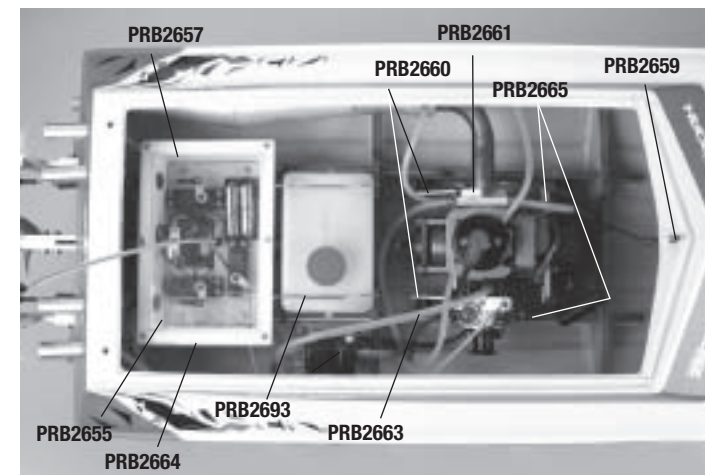


Photo 4

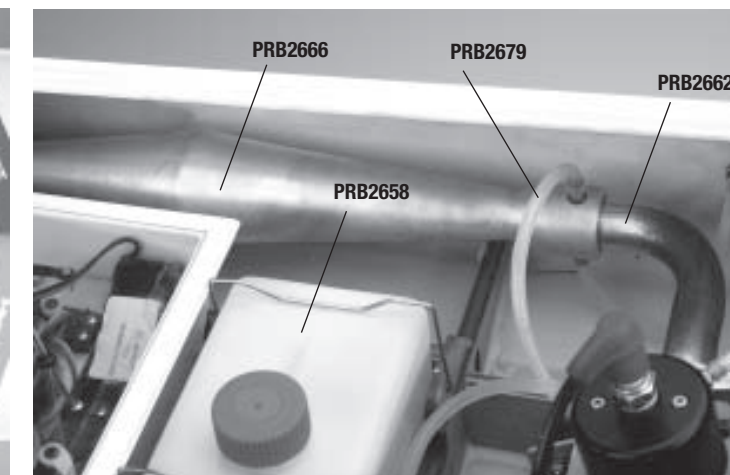


Photo 2

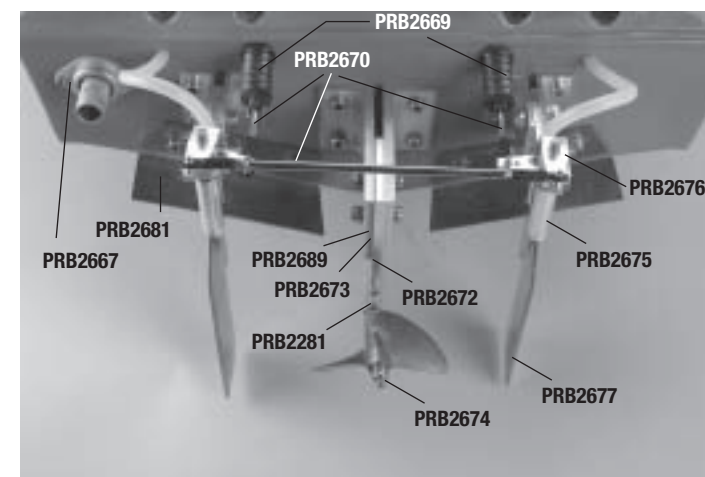


Photo 4

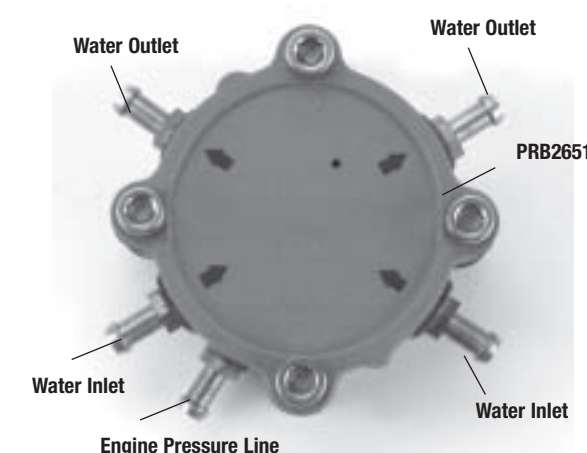


Photo 3

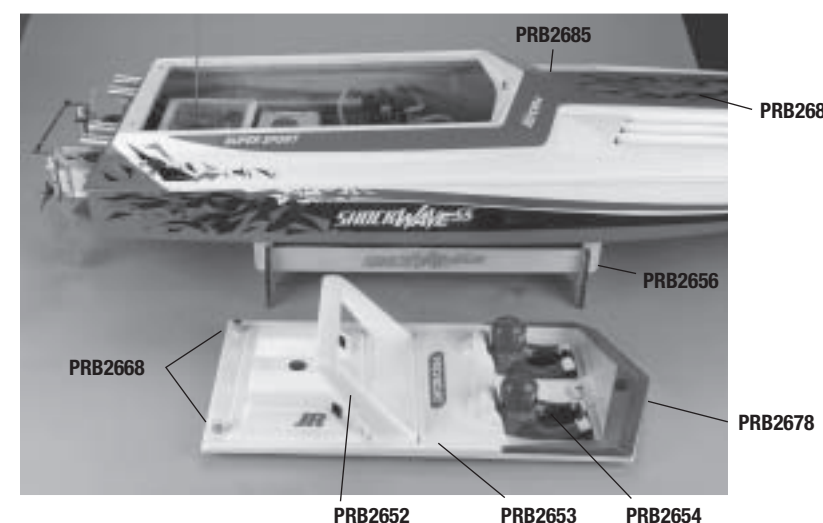


Photo 6

